



Hongkong Daily Press

ESTABLISHED 185

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No. 19,780. 號十八百七千九萬一第 日七廿月九年酉辛 HONGKONG, THURSDAY, OCTOBER 27TH, 1921. 四拜禮 號七廿月拾年拾國民華中 PRICE, \$3 PER MONTH.

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TIME-TABLE.
WEEK DAYS.
7.00 a.m. to 8.00 a.m. every 15 minutes.
8.00 " " 9.30 " " 10 " "
9.30 " " 11.00 " " 15 " "
11.30 " " 12.30 p.m. " " 15 " "
1.30 p.m. to 2.30 p.m. " " 10 " "
2.30 " " 3.00 " " 15 " "
3.00 " " 4.00 " " 10 " "
NIGHT CARS.
8.50 p.m., 9.00 p.m., 9.20 p.m., 9.30 p.m. to 11.00 p.m. every 30 minutes.
11.45 p.m. **SUNDAY**
Extra Car—12 midnight.
SUNDAYS.
7.30 a.m. to 10.30 a.m. every 15 minutes.
10.30 " " 11.00 " " 10 " "
11.30 " " 12.00 noon " " 15 " "
12.00 noon " 1.00 p.m. " " 10 " "
1.00 p.m. to 5.30 p.m. " " 15 " "
5.30 " " 6.00 " " 10 " "
6.00 " " 6.30 " " 15 " "
6.30 " " 8.10 " " 10 " "
NIGHT CARS
As on Week-Days.
SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.
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[56]

KOWLOON-CANTON RAILWAY.
TIME-TABLE.
On and after FRIDAY, SEPTEMBER 18TH, 1921, until further Notice (All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15
CANTON (Taishan)	dep.	7.30	8.15	9.00	9.45	10.30	11.15	12.00	12.45	1.30	2.15	3.00	3.45	4.30	5.15
SHUE LUNG	dep.	7.35	8.20	9.05	9.50	10.35	11.20	12.05	12.50	1.35	2.20	3.05	3.50	4.35	5.20
Shum Chun	dep.	7.40	8.25	9.10	9.55	10.40	11.25	12.10	12.55	1.40	2.25	3.10	3.55	4.40	5.25
Shum Chun	dep.	7.45	8.30	9.15	10.00	10.45	11.30	12.15	13.00	1.45	2.30	3.15	4.00	4.45	5.30
Shum Chun	dep.	7.50	8.35	9.20	10.05	10.50	11.35	12.20	13.05	1.50	2.35	3.20	4.05	4.50	5.35
Shum Chun	dep.	7.55	8.40	9.25	10.10	10.55	11.40	12.25	13.10	1.55	2.40	3.25	4.10	4.55	5.40
Shum Chun	dep.	8.00	8.45	9.30	10.15	11.00	11.45	12.30	13.15	2.00	2.45	3.30	4.15	5.00	5.45
Shum Chun	dep.	8.05	8.50	9.35	10.20	11.05	11.50	12.35	13.20	2.05	2.50	3.35	4.20	5.05	5.50
Shum Chun	dep.	8.10	8.55	9.40	10.25	11.10	11.55	12.40	13.25	2.10	2.55	3.40	4.25	5.10	5.55
Shum Chun	dep.	8.15	9.00	9.45	10.30	11.15	12.00	12.45	13.30	2.15	3.00	3.45	4.30	5.15	6.00
Shum Chun	dep.	8.20	9.05	9.50	10.35	11.20	12.05	12.50	13.35	2.20	3.05	3.50	4.35	5.20	6.05
Shum Chun	dep.	8.25	9.10	9.55	10.40	11.25	12.10	12.55	13.40	2.25	3.10	3.55	4.40	5.25	6.10
Shum Chun	dep.	8.30	9.15	10.00	10.45	11.30	12.15	13.00	13.45	2.30	3.15	4.00	4.45	5.30	6.15
Shum Chun	dep.	8.35	9.20	10.05	10.50	11.35	12.20	13.05	13.50	2.35	3.20	4.05	4.50	5.35	6.20
Shum Chun	dep.	8.40	9.25	10.10	10.55	11.40	12.25	13.10	13.55	2.40	3.25	4.10	4.55	5.40	6.25
Shum Chun	dep.	8.45	9.30	10.15	11.00	11.45	12.30	13.15	14.00	2.45	3.30	4.15	5.00	5.45	6.30
Shum Chun	dep.	8.50	9.35	10.20	11.05	11.50	12.35	13.20	14.05	2.50	3.35	4.20	5.05	5.50	6.35
Shum Chun	dep.	8.55	9.40	10.25	11.10	11.55	12.40	13.25	14.10	2.55	3.40	4.25	5.10	5.55	6.40
Shum Chun	dep.	9.00	9.45	10.30	11.15	12.00	12.45	13.30	14.15	3.00	3.45	4.30	5.15	6.00	6.45
Shum Chun	dep.	9.05	9.50	10.35	11.20	12.05	12.50	13.35	14.20	3.05	3.50	4.35	5.20	6.05	6.50
Shum Chun	dep.	9.10	9.55	10.40	11.25	12.10	12.55	13.40	14.25	3.10	3.55	4.40	5.25	6.10	6.55
Shum Chun	dep.	9.15	10.00	10.45	11.30	12.15	13.00	13.45	14.30	3.15	4.00	4.45	5.30	6.15	7.00
Shum Chun	dep.	9.20	10.05	10.50	11.35	12.20	13.05	13.50	14.35	3.20	4.05	4.50	5.35	6.20	7.05
Shum Chun	dep.	9.25	10.10	10.55	11.40	12.25	13.10	13.55	14.40	3.25	4.10	4.55	5.40	6.25	7.10
Shum Chun	dep.	9.30	10.15	11.00	11.45	12.30	13.15	14.00	14.45	3.30	4.15	5.00	5.45	6.30	7.15
Shum Chun	dep.	9.35	10.20	11.05	11.50	12.35	13.20	14.05	14.50	3.35	4.20	5.05	5.50	6.35	7.20
Shum Chun	dep.	9.40	10.25	11.10	11.55	12.40	13.25	14.10	14.55	3.40	4.25	5.10	5.55	6.40	7.25
Shum Chun	dep.	9.45	10.30	11.15	12.00	12.45	13.30	14.15	15.00	3.45	4.30	5.15	6.00	6.45	7.30
Shum Chun	dep.	9.50	10.35	11.20	12.05	12.50	13.35	14.20	15.05	3.50	4.35	5.20	6.05	6.50	7.35
Shum Chun	dep.	9.55	10.40	11.25	12.10	12.55	13.40	14.25	15.10	3.55	4.40	5.25	6.10	6.55	7.40
Shum Chun	dep.	10.00	10.45	11.30	12.15	13.00	13.45	14.30	15.15	4.00	4.45	5.30	6.15	7.00	7.45
Shum Chun	dep.	10.05	10.50	11.35	12.20	13.05	13.50	14.35	15.20	4.05	4.50	5.35	6.20	7.05	7.50
Shum Chun	dep.	10.10	10.55	11.40	12.25	13.10	13.55	14.40	15.25	4.10	4.55	5.40	6.25	7.10	7.55
Shum Chun	dep.	10.15	11.00	11.45	12.30	13.15	14.00	14.45	15.30	4.15	4.60	5.45	6.30	7.15	7.60
Shum Chun	dep.	10.20	11.05	11.50	12.35	13.20	14.05	14.50	15.35	4.20	4.65	5.50	6.35	7.20	7.65
Shum Chun	dep.	10.25	11.10	11.55	12.40	13.25	14.10	14.55	15.40	4.25	4.70	5.55	6.40	7.25	7.70
Shum Chun	dep.	10.30	11.15	12.00	12.45	13.30	14.15	15.00	15.45	4.30	4.75	5.60	6.45	7.30	7.75
Shum Chun	dep.	10.35	11.20	12.05	12.50	13.35	14.20	15.05	15.50	4.35	4.80	5.65	6.50	7.35	7.80
Shum Chun	dep.	10.40	11.25	12.10	12.55	13.40	14.25	15.10	15.55	4.40	4.85	5.70	6.55	7.40	7.85
Shum Chun	dep.	10.45	11.30	12.15	13.00	13.45	14.30	15.15	16.00	4.45	4.90	5.75	6.60	7.45	7.90
Shum Chun	dep.	10.50	11.35	12.20	13.05	13.50	14.35	15.20	16.05	4.50	4.95	5.80	6.65	7.50	7.95
Shum Chun	dep.	10.55	11.40	12.25	13.10	13.55	14.40	15.25	16.10	4.55	5.00	5.85	6.70	7.55	8.00
Shum Chun	dep.	11.00	11.45	12.30	13.15	14.00	14.45	15.30	16.15	4.60	5.05	5.90	6.75	7.60	8.05
Shum Chun	dep.	11.05	11.50	12.35	13.20	14.05	14.50	15.35	16.20	4.65	5.10	5.95	6.80	7.65	8.10
Shum Chun	dep.	11.10	11.55	12.40	13.25	14.10	14.55	15.40	16.25	4.70	5.15	6.00	6.85	7.70	8.15
Shum Chun	dep.	11.15	12.00	12.45	13.30	14.15	15.00	15.45	16.30	4.75	5.20	6.05	6.90	7.75	8.20
Shum Chun	dep.	11.20	12.05	12.50	13.35	14.20	15.05	15.50	16.35	4.80	5.25	6.10	6.95	7.80	8.25
Shum Chun	dep.	11.25	12.10	12.55	13.40	14.25	15.10	15.55	16.40	4.85	5.30	6.15	7.00	7.85	8.30
Shum Chun	dep.	11.30	12.15	13.00	13.45	14.30	15.15	16.00	16.45	4.90	5.35	6.20	7.05	7.90	8.35
Shum Chun	dep.	11.35	12.20	13.05	13.50	14.35	15.20	16.05	16.50	4.95	5.40	6.25	7.10	7.95	8.40
Shum Chun	dep.	11.40	12.25	13.10	13.55	14.40	15.25	16.10	16.55	5.00	5.45	6.30	7.15	8.00	8.45
Shum Chun	dep.	11.45	12.30	13.15	14.00	14.45	15.30	16.15	17.00	5.05	5.50	6.35	7.20	8.05	8.50
Shum Chun	dep.	11.50	12.35	13.20	14.05	14.50	15.35	16.20	17.05	5.10	5.55	6.40	7.25	8.10	8.55
Shum Chun	dep.	11.55	12.40	13.25	14.10	14.55	15.40	16.25	17.10	5.15	5.60	6.45	7.30	8.15	8.60
Shum Chun	dep.	12.00	12.45	13.30	14.15	15.00	15.45	16.30	17.15	5.20	5.65	6.50	7.35	8.20	8.65
Shum Chun	dep.	12.05	12.50	13.35	14.20	15.05	15.50	16.35	17.20	5.25	5.70	6.55	7.40	8.25	8.70
Shum Chun	dep.	12.10	12.55	13.40	14.25	15.10	15.55	16.40	17.25	5.30	5.75	6.60	7.45	8.30	8.75
Shum Chun	dep.	12.15	13.00	13.45	14.30	15.15	16.00	16.45	17.30	5.35	5.80	6.65	7.50	8.35	8.80
Shum Chun	dep.	12.20	13.05	13.50	14.35	15.20	16.05	16.50	17.35	5.40	5.85	6.70	7.55	8.40	8.85
Shum Chun	dep.	12.25	13.10	13.55	14.40	15.25	16.10	16.55	17.40	5.45	5.90	6.75	7.60	8.45	8.90
Shum Chun	dep.	12.30	13.15	14.00	14.45	15.30	16.15	17.00	17.45	5.50	5.95	6.80	7.65	8.50	8.95
Shum Chun	dep.	12.35	13.20	14.05	14.50	15.35	16.20	17.05	17.50	5.55	6.00	6.85	7.70	8.55	9.00
Shum Chun	dep.	12.40	13.25	14.10	14.55	15.40	16.25	17.10	17.55	5.60	6.05	6.90	7.75	8.60	9.05
Shum Chun	dep.	12.45	13.30	14.15	15.00	15.45	16.30	17.15	18.00	5.65	6.10	6.95	7.80	8.65	9.10
Shum Chun	dep.	12.50	13.35	14.20	15.05	15.50	16.35	17.20	18.05	5.70	6.15	7.00	7.85	8.70	9.15
Shum Chun	dep.	12.55	13.40	14.25	15.10	15.55	16.40	17.25	18.10	5.75	6.20	7.05	7.90	8.75	9.20
Shum Chun	dep.	13.00	13.45	14.30	15.15	16.00	16.45	17.30	18.15	5.80	6.25	7.10	7.95	8.80	9.25
Shum Chun	dep.	13.05	13.50	14.35	15.20	16.05	16.50	17.35	18.20	5.85	6.30	7.15	8.00	8.85	9.30
Shum Chun	dep.	13.10	13.55	14.40	15.25	16.10	16.55	17.40	18.25	5.90	6.35	7.20	8.05	8.90	9.35
Shum Chun	dep.	13.15	14.00	14.45	15.30	16.15	17.00	17.45	18.30	5.95	6.40	7.25	8.10	8.95	9.40

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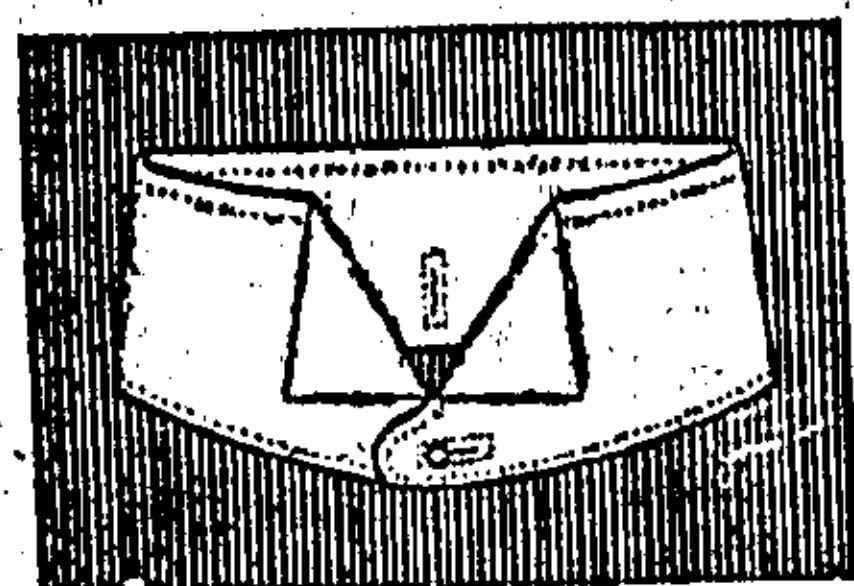
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JAPAN AND CHINA'S REPLY. FURTHER NOTE HANDED TO PEKING GOVERNMENT. FULL TEXT OF MEMORANDUM.

PEKING, October 26th.

This afternoon at 3 o'clock, the Japanese Legation here published the second memorandum regarding Shantung which was handed yesterday to Dr. W. W. Yen, Minister of Foreign Affairs, by Mr. Obata, Japanese Minister to Peking. The following is the full text translated from the Japanese original:—

"Upon receipt of the memorandum from the Chinese Government on the 5th inst. regarding the Shantung question, the Imperial Government of Japan took it into their full consideration. It will be remembered that the Japanese Government have spared no efforts to secure a prompt solution of the Shantung question, and that when the Peace Treaty with Germany took effect in January of last year, the Imperial Government of Japan lost no time in urging the Chinese Government to open negotiations without delay.

But as the Chinese Government, after the lapse of several months sent a reply to the Japanese Government announcing that the time was inopportune for the opening of negotiations direct with the Imperial Government of Japan, on the plea of the opposition of public opinion in China, as well as the fact that the Sino-German Peace Treaty was not yet signed, the Japanese Government, while urging grave reflection on the part of the Chinese Government and putting forward reasons in support of the proposal for the commencement of direct negotiations, declared in effect that, whenever the Chinese Government thought it convenient to open negotiations in the future, the Imperial Government of Japan would readily take the matter up.

JAPAN'S PATIENT WAIT.

Since then, for more than a year, the Japanese Government has patiently and earnestly look forward to the advent of a time when the Chinese Government and people would come to a cool and just self-awakening.

In the meantime, the attitude of the Chinese Government has been altered, suggesting to the Imperial Government of Japan that it desired to pave the way for negotiations concerning this question. In particular, before Mr. Obata returned home on leave in May of the present year, Dr. W. W. Yen, expressed his earnest desire to receive from the Japanese Government such concrete proposals, as would be regarded by the Powers as fair and reasonable.

Furthermore, inasmuch as the Chinese Government authorities subsequently made a suggestion to the Japanese Government as to their proposition for the solution of this question and have since then frequently unofficially intimated their intention to open direct negotiations with the Imperial Government of Japan, the latter, having a great desire for a prompt and amicable solution, at once took into their consideration China's proposition for settlement and decided upon the fair and essential conditions for opening direct negotiations, which were presented on September 7th to the Chinese Government.

CHINA'S INSINCERITY.

In spite of this, and quite contrary to the expectations of the Imperial Government of Japan, the Chinese Government have made clear their intention of not opening direct negotiations with Japan on the ground that the conditions in question submitted by the Japanese Government were not indicative of Japan's sincere desire for a solution of the question, a fact which the Japanese Government finds surprising.

Moreover, the fact that at the outset of their reply the Chinese Government have employed such wording as accusing Japan's proclamation of being "hollow" unmistakably shows that they ignore and disregard international courtesies, a matter which the Imperial Government of Japan feels is deplorable and at the same time cannot but greatly regret for the sake of China and her people.

Besides these, the statements by the Chinese Government with regard to each item of the conditions suggested by the Japanese Government are lacking in clearness of meaning and not a few which, the Imperial Government of Japan feels, call for grave reflection on the part of China.

For instance, the item in which the Chinese Government declares that the leasehold of the Bay of Kiaochow has disappeared as a result of China declaring war upon Germany, and that consequently, China, as a matter of course, should take over the leasehold unconditionally, is not only untenable in the light of the theory and usage of international law, as well as of the treaties between Japan and China, but threatens to destroy the efficacy of the Versailles Treaty.

In view of the fact that in the note of May 20th of the present year by the German delegate to the Chinese Minister for Foreign Affairs, Germany irrevocably stated that she abandoned all the German rights in Shantung under the Sino-German Treaty, declaring that she has lost her power to restore them to China directly, it must be taken for granted that the Chinese Government must have knowledge of the fact.

WHAT DID YOU DO IN THE WAR?

China's declaration of war upon Germany was made on the advice of the Allied Powers in August, 1917, in return for no small advantages, just over two years after Japan entered into an agreement with China, regarding the Bay of Kiaochow and other matters, recognizing the rights and interests that were ceded to Japan by Germany. At that time China only disposed of those Germans and Austrians who resided in China and sent her labourers to France. That China should assert that the leasehold of

(Continued at foot of next column.)

DR. SUN'S EXPEDITION TO PEKING.

A PRIVATE STATEMENT TO CANTON
ASSEMBLY.

The following are Renter messages from Peking:—

PEKING, October 18th.

A foreign telegram received in Peking yesterday, says that Dr. Sun Yat-sen forecast important developments in a speech delivered at a secret session of the Canton Assembly on the 13th inst. As the meeting was secret the report of what occurred is based on secondhand information, which, therefore, is not guaranteed as correct.

Dr. Sun is reported to have explained his inability to take the members of the Assembly fully into his confidence at an earlier date. The latest information he had received showed that the situation in Kiangsi was now favourable for the dispatch of the proposed expedition against the North, and he proposed to visit General Chen Chiung-ming at once in order to arrange the final details.

The Canton Government had not yet been recognized by the Powers but the fact that it was making headway could not be seen from the fact that a powerful neighbour of China, which hitherto had been rather antagonistic towards the Canton Government, lately had shown a much more friendly attitude.

This was an indication of recognition that Canton had to be reckoned with in the future.

Canton's greatest disability in the past had been its unsatisfactory financial condition, but a loan had been arranged with American interests, which would enable the Canton Government to tide over its present financial difficulties, and a loan of bigger dimensions was being arranged in the same quarter.

These were temporary measures and he proposed to introduce financial reforms of a lasting character, by imposing a land tax of one per cent, and an income tax, in order to consolidate the finances of Kwangtung Province.

LOAN DESIRED BY LEGATION.

The American Legation has no knowledge of any loan having been secured by the Canton Government from American interests, and does not believe that the above report is correct in that respect.

A telegram from the American Consul-General, dated October 4th, said that the reports that had appeared in the Chinese Press regarding an American loan to the Canton Government were untrue.

KIAOCHOW HAS DISAPPEARED OF ITS OWN

accord as a result of her mere declaration of war against Germany, ignoring the Treaty already in existence as well as the evidences of the past, cannot but be considered as a mistake as to the fundamental principle underlying negotiations over the Shantung question.

Further, with regard to the assertion relating to the Shantung Railway: while the Imperial Government appreciates China's desire completely to regain control over the whole length of the Railway in question and to receive half of the value of the Railway, leaving the other half as it is for the present, the Imperial Government, no matter what form is adopted, has no desire whatever to control the Railway single-handed, but at the same time cannot agree to the suggestion that the sole management of the Railway should be left in the hands of China, especially in view of the present condition of other railways under her management. In short Japan desires the achievement of good management of the Railway in name and fact, in co-operation with China.

A COSTLY RAILWAY.

Originally, the Shantung Railway, while under the control of Germany, was managed by Germany alone, but Japan, despite the fact that she has acquired it from the hands of Germany at the expenses of a large number of lives and of vast wealth, has proposed to place it under joint Sino-Japanese management. Such proposal was agreed upon between Japan and China subsequent to China's declaration of war against Germany, namely, in September of 1917, and yet China now condemns it as an encroachment upon her sovereign rights, an argument which the Imperial Government finds it very difficult to understand.

A FURTHER REASON.

Moreover, the value of the Shantung Railway and the mines having been decided by the Reparation Commission and been placed on the credit side in favour of Germany with the object of offsetting the compensation to be paid by her, that China should claim half amount of the value of the Railway unconditionally is unreasonable.

As for the assertion on the part of the Imperial Government regarding German Government property, Japan intends to cede this to China in principle and even other things appurtenant thereto she does not intend to hold for herself.

The fact that when Japan thus wishes to open negotiations with China with the sole view of disposing of these things with justice and fairness, China, in trying to possess everything plainly indicates lack of appreciation of the real state of affairs.

That China should argue that the conditions set forth in the offer made by the Imperial Government are all without exception inconsistent with the fundamental principles of the Treaties between China and Foreign Powers is a thing which Japan cannot comprehend.

But should the Chinese Government come to understand Japan's offer after further deliberation, and intimates its intention again to open negotiations direct with Japan, she hereby declares that she would gladly comply with such a proposal immediately.—Eastern News Agency.



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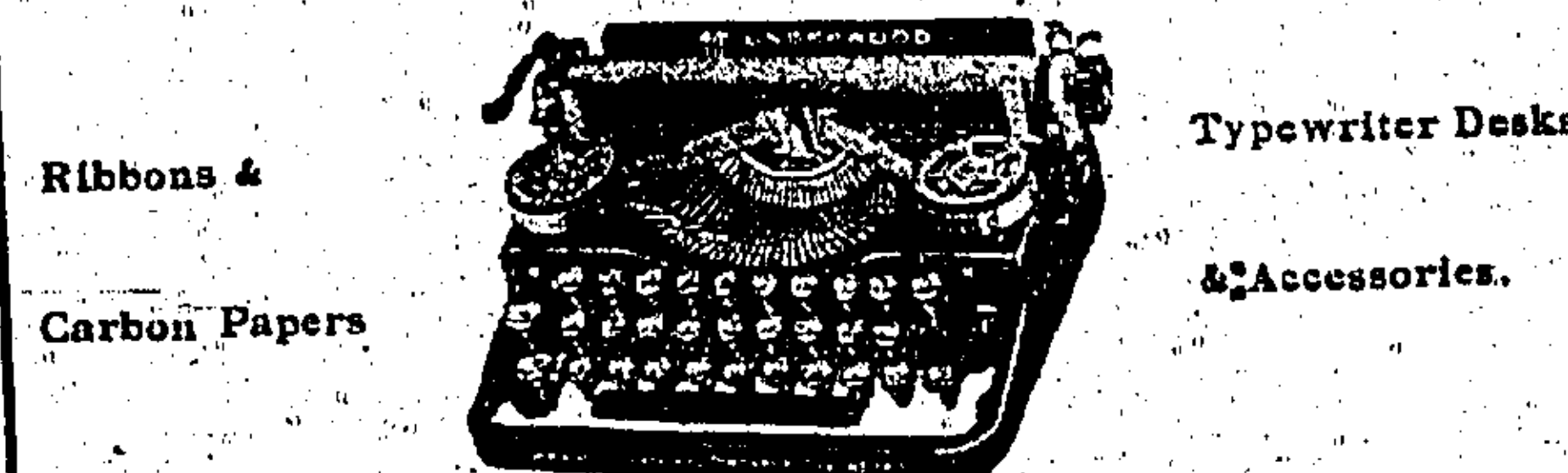
2.30 & 7.15 p.m.

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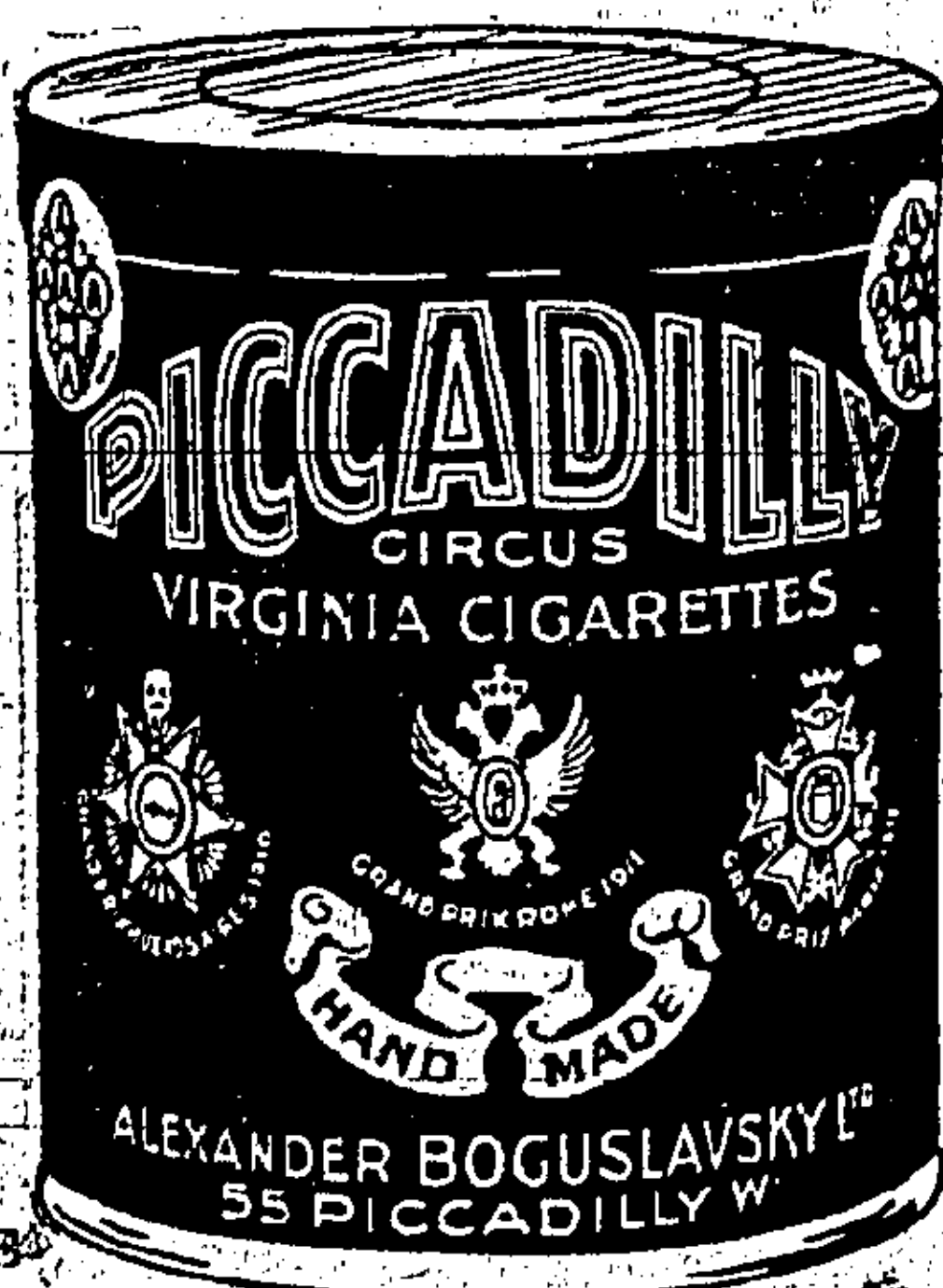
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CHILD LABOUR IN HONGKONG
NEED FOR FACTORY LEGISLATION
URGED.HOUSING, WAGES AND LONG HOURS
DISCUSSED.

An interesting address on "Child Labour" was given at the Helena May Institute on Tuesday evening by Miss Pitts, whose work amongst the Chinese in Hongkong is so well-known.

Miss Pitts said: When we think of the conditions under which children are employed in Hongkong we are apt to criticize and condemn without having anything constructive to bring forward. I would like, before I conclude, to mention what is being done in India and what is proposed to be done in South Africa with regard to child labour conditions. I am a little tired because the report of the Commission on Child Labour will shortly be before the Government. I expected it would have been published by this time and then I should have been more free to talk about it. As it is, I shall confine myself to my own impressions, apart from what I have learned from the Commission.

When we first come to Hongkong we are struck with the fact that little children should be doing any work at all as wage-earners. To us Britishers that fact comes as a shock when we come from England which keeps children so very much longer at school. It takes new-comers some time to adjust themselves to the conditions and, however long they are here, everybody must have to see little children—and women too—carrying the loads they do up to the Peak.

CHILD LABOUR IS CASUAL LABOUR.

That labour comes under the head of casual labour: that is, it is uncertain and not permanent. The children we see doing it every day. I have tried to talk to a good many children I see on their way up and to find out from some of them why they are doing that work, whether it strains them very much and what they earn, and so on. Sometimes their employment in this way is due to the greed of their parents or to the ignorance of parents who do not realise what the work demands from very young children. Another cause is that child labour is cheap and is exploited, to a large extent, by builders and contractors. Many people come from other parts of China to get this work: most of the children who do this casual labour are not Hongkong children but come from other places. Some years ago, when there was a famine in South China, whole families came into Hongkong and then there were even small children that we see to-day carrying loads to the Peak; by doing so they could earn enough to supply food.

EFFECT OF HOUSING SHORTAGE.

Another cause of the employment of children in this way, it has been suggested, is that the parents cannot leave the children at home while they go out to work, and I think that is quite true. I have tried to go into some of the cases and have followed the women home to the places where they live—they may only have the space of a bed-board. That is quite common in Hongkong, with its housing difficulties and families so crowded in. The whole family seem to be crowded on to that bed-board and that is all their home—just that little piece of board! If the women left the children there and went alone on such expeditions as carrying burdens to the Peak the children would either get into mischief or be running into the street or, even in Hongkong, might run the risk of being enticed away. Only in the last two or three weeks another boy—a little boy known to me—has been kidnapped. It is not possible to say that in Hongkong children are absolutely safe.

Well, we can see that the causes are quite easily done away with; if we chose to put ourselves to it we could find some kind of remedy—some means of letting parents earn more wages so that there would not be the temptation to put children to work.

It has to be remembered that burden-bearing is not quite so bad as it seems to us because one has to remember that, in the country districts, these children are accustomed to heavier work than we know about. I have been surprised to see the enormous loads that girls and women carry there. But as it is and I am not excusing it in the least, little bit, any medical man would say such heavy loads are extremely dangerous and injurious—at the same time we have to remember that the children are brought up to that kind of work.

After mentioning the heavy burdens carried frequently by children in Chinese funeral, wedding and idol processions, Miss Pitts continued:

The question is: How is all this casual labour to be prevented? There are 1,500 to 2,000 children who are engaged in carrying loads to the Peak. I have been struck with the fact that public opinion and the public conscience about this matter are being aroused; of late months we have not seen so many girls employed on this work; that is, not until this last week when, for some reason, the number has increased. This last week I have seen a great many girls—but as it is for the boys, I suppose it is even worse for the girls—and women with babies on their backs not only carrying a heavy load of a hundred catties—more than 100 lbs.—but the baby as well. We have to think of some way of remedying that kind of thing.

LONG HOURS OF CHILD LABOUR IN FACTORIES. There are other ways in which the children of Hongkong are working—in the many factories around us. I suppose people who have not been here long little know how many factories we have got. There are cloth factories, cotton-spinning factories, ginger, macaroni, scent, sweet biscuit, tobacco and cigar factories, to mention some. In them a large number of children are employed and we have found out that many of the children are very small. There are many under 12 and a great many under 14. Their work is not heavy, in a great many instances, but we found that the hours are very long. It was asked in the House of Commons if there were any children in Hongkong working 10 hours a week; some factories have been discovered where they do more than that—in one, 28 hours and

in another 30. In one place where children work on night shift, I found, to my horror, that girls—though not supposed to come on duty again if they had been working in the day-time—managed to evade that rule by coming in another name and tried to work night and day—not the whole night but part of it—because they wanted to earn more money.

This just shows the need for factory laws here in Hongkong. We have not got any here and I think it speaks well for the managers of the factories that no more evils have grown up than now exist. I have to testify that, when one has suggested improvements, in a great many cases one's advice has been taken and has met with sympathetic consideration. But still, human nature being what it is, and having regard to the desire of employers to get as cheap labour as they can and the desire of the people who are poor to work as long as they can, it shows the need for some laws to help people in spite of themselves. The people one is trying most to help are the ones who will most rebel against it. The employers should realize, of course, that the children would do far better work if they had shorter hours. People say, "If they were not working in the factories they would be working in their homes." I have watched people working in their own homes and one always sees this—supposing anything is going on in the village, a wedding procession or the like—the children drop their work and go to look at it. Also if they feel tired they can lie down and rest. Conditions are very different in factories with their fixed hours of work. Again, if children are working at home they have the pleasure of making a thing right through, which lends interest and variety to the work, whereas, in the factories they have very monotonous work to do. There are a few movements of the arms and the same muscles are exercised continually for many hours at a stretch. In some factories there is a break in the middle of the day—I think in most, here—but in others there is no break and the long-continued work is exhausting to the brain, muscles and whole being.

We need some law to prevent girls and children themselves doing more work than their physical condition allows. They cannot stop them; we have tried and tried by persuasion. And we know there is another side to that; if they did stay away and throw the rest of the operatives out of gear their places would soon be filled; there is generally a long waiting list. We need some power outside the children and the workers themselves to restrict their hours and regulate their work.

In factory work or in casual work there is real need in Hongkong for some legislation and inspection. I think it should not be obstructive; we do not want to upset people by pushing in unless it is really necessary, but I do think we should have a very strong Christian conscience on this matter. What is being done by young China, by students and the younger leaders of the day, is really all the result of Christianity. It is Christianity that makes them see that children and women ought not to be oppressed and that money made at the expense of exploiting human strength is not money one would like exactly to possess.

THE "MUI TSAI" PROBLEM. Then—come to—another kind of labour and that is domestic—commonly called the *mui tsai* question. I know there is a great deal of diversity of opinion about that. As a missionary, I have been in the homes of the people and I have seen a very great deal of unnecessary suffering and cruelty. But, at the same time, I have been in a great many houses where children have been as well cared for and happy as one would wish to see. But the impression on my mind is that the children made so happy and comfortable are being more wronged, in a way, than the others. Some of the little children in the poorer houses are certainly suffering a very great deal. You find no proper sleeping place provided for them because there is literally no room. Mothers have to go out to work and if they cannot take the children with them they may buy a still poorer relation and use her as a servant to look after the children. It is not likely she would treat the *mui tsai* exactly as her own and if there is no room for her own children how is she to find room for the other? In some cases, where power is thus put in the hands of those not qualified to wield it and have no sympathy with child nature, there are sometimes cases of actual cruelty. I have seen many with my own eyes, but it is not the rule.

A DARK FUTURE. As to the *mui tsai* brought up in luxurious homes, what is the future of these children? I believe, in a great many instances, when these children come to marriageable age and have the choice of marriage either with a rich man as a secondary wife or with a man in their own position in life as proper wives, it is human nature that the girls brought up in luxury, with good food, fine clothing and good homes, should choose to be the wife of a poor man. It does not occur in all cases. I could tell of instances where girls have married respectably and have been happy afterwards. But when married as secondary wives and failing to please they have been turned out and then you do not need me to tell you what is the end of girls of that kind. What are they to do, with no training for any kind of work and expensive tastes? There is only a bad end for them.

There is another evil in the *mui tsai* system. It is bad for the girls of the family and develops selfishness and many bad traits in the children of the household. The little *mui tsai*, herself, is provoked, irritated and hardened and her whole character is ruined. Consequently she is not always a very nice young person to deal with; exceedingly difficult to handle. One tries to help them and they do not always want to be helped. If one could stop this at the source it would be a very good thing.

How are we to deal with this question? I do not think the Anti-*Mui Tsai* Society would urge that the girls should be all set free at once. The Society wants I understand to fix a definite time for ending the system and to impose registration of all *mui tsai*. There are

(Continued at foot of next column.)

A GERMAN TRADE MARK.
CONCLUSION OF THE ANILINE
DYES CASE.

Mr. G. N. Orme gave his decision at the Magistrate's yesterday-morning, in the case in which Wong Chun-Hung, trading as the Yuen Wah firm of 333, Queen's Road Central, was summoned, at the instance of Messrs. Deacon, Looker, Deacon & Harston, solicitors for Messrs. J. H. Taggart, of the Bund, Canton, for having in his possession, for sale for purpose of trade, tins of blue shade dye to which a trade mark closely resembling the registered trade mark of the complainants was falsely applied.

Mr. M. H. Turner represented the complainant and Mr. Leo D'Almeida the defendant.

The Magistrate said: I put this case over in order that I might have time to consider the principles on which costs are awarded in addition to a penalty. I do not consider that costs are required—or expected—on a scale which is practicable or usual in the civil jurisdiction, but I think this is a case in which I should grant some costs owing to the particular circumstances and the expense to which the complainants have been put in obtaining their rights. In addition to a penalty of \$100 I will add \$50 costs to the complainant.

SPORT.

ROYAL HONGKONG GOLF CLUB.

LADIES' SECTION.

RAILWAY CUP.

Draw.

Byes—Mrs. Hancock, Mrs. Dalgety; Mrs. Morgan, Mrs. Holmes; Mrs. Horne, Mrs. Percy.

Mrs. Coppinger v. Mrs. Armstrong. Mrs. Bowden Smith v. Mrs. Mitchell. Miss Denison v. Mrs. Pearce.

Byes—Mrs. Moore; Mrs. Winfield, Mrs. A. D. Humphreys; Mrs. Redmond, Mrs. Marshall Wood; Mrs. Crawford, Miss Rodger.

FOOTBALL.

The following are League fixtures for Saturday:

South China "B" v. U.A.C., South China ground.

Wits v. St. Joseph's, Navy "B" ground.

R.G.A. v. Curlew, Sookunpoo ground. University v. Club, Club ground.

Kowloon v. Punjabis, Kowloon ground. South China "A" v. Curlew, Navy "A" ground.

FIRST DIVISION.

Hongkong Club v. Kowloon.—On the Club ground, at Saturday, at 4.30 p.m.

Kowloon team—Eve; Morrison and O'wick; Coupland, Weyman and McKelvie; Millard, Pasco, Townsend, A. Duncan, and Coombs.

people who see difficulties in working that, but it seems to be the first thing. The next is not to acknowledge or countenance the presentation documents and the Society proposes that if the children are happy and the people are willing to keep them to let them stay where they are and, if old enough, to be kept as servants, to be paid wages. For others it is proposed that industrial work should be provided.

IMPROVEMENT OF CHILD LABOUR CONDITIONS IN INDIA.

Coming to experiments made elsewhere, Miss Pitts said:—In India there are three kinds of schools that have been tried successfully—at least, they are successful now, though they have had vicissitudes. They are: the half-time school, the modified apprenticeship school and the regular trade school, where children are taught trades.

A study of the Report of the Industrial Commission, which has completed its inquiry in India, the Report on the Schools in India, and the Report of the Industrial Commission in Africa, afford valuable information on this subject. With regard to the introduction of half-time in India, the millowners of the Madras Carnatic Mills, where 11,000 people are employed, finding it had policy and not at all right to employ little children of ages between 9 and 12, have opened schools. Attendance is voluntary to a certain extent but, at any rate, the children are only compelled to do half-time; they can go to school or not for the other half of the time and it is considered satisfactory that, out of 7,000 children, 1,300 have been attending regularly.

Another school, in Bengal, opened by a lady of the Church of England Zenana Missionary Society has done some very good work indeed. Thanks to the help of an Indian gentleman, who felt led to give his time and life to develop this work, he now teaches boys trades. There are several workshops on the station and the boys go first into one and then another, see which they like and finally settle down to learn one of them and have been able, ultimately, to earn their living. The object has been, not profit to the Society, but to make the work pay for the teaching, as a means of character training and to help boys and girls to understand the value of their own work. Miss Pitts mentioned an industrial settlement successfully conducted by a native Bishop in Africa and said that was one solution for child labour here.

Touching upon educational problems, Miss Pitts said:—A number of schools have been opened by philanthropic people, the Confucian Society, missionary societies, the Tung Wah and others, but I go into these schools—a good deal and I very often see empty places, especially in boys' schools, and I see many boys about the streets who ought not to be. If spoken to about not being at school they reply that they "don't want to go." One of our needs is compulsory education—not a great deal of head work or book-learning, but education adapted to the needs of those who have got to earn their living by manual work—enough education to make them intelligent and supported by spiritual teaching to build character.

HONGKONG HOTEL COMPANY.
SUPREME COURT SANCTIONS NEW
MEMO. OF ASSOCIATION.

In the Supreme Court, yesterday, the Chief Justice (Sir William Rees Davies, K.C.), made an order in terms on a petition by Mr. J. H. Taggart, managing director of the Hongkong Hotel Co., Ltd., which asked the Court to sanction the alterations to the Company's memorandum of association unanimously agreed to at extraordinary general meetings of shareholders held on July 27th, and August 13th.

Mr. Eldon Potter (instructed by Messrs. Deacon, Looker, Deacon & Harston) appeared for the petitioners. He explained that the necessity for the present application arose through the circumstance that the memorandum of association granted to the company when it was incorporated in 1886 had now proved entirely inadequate for the progress of this great undertaking.

A summons for direction had been taken out under section 10 of the Companies Ordinance and the acting Chief Justice had expressed himself satisfied that this petition would not in any way adversely affect the creditors of the Company. His Honour had therefore dispensed with any notice being given to the creditors and had directed that the petition should be advertised in certain newspapers on certain dates. This had been done and there was an affidavit on the file by Mr. Scott Harston to prove it.

Mr. Potter said that the application came before the Court with the unanimous approval of the shareholders. Counsel read Mr. Taggart's petition which, after dealing with the alterations to the company's capital recently authorised, went on to state, *inter alia*:

"The proposed alteration of the memorandum of association is required to enable the company to carry on its business more economically and efficiently and also to enable it to carry on certain classes of business which under existing circumstances may conveniently and advantageously be combined with the business of the Company."

"The company has now a large and continually extending connection and it has extensive opportunities of doing business of the character indicated by the proposed extension of its objects and experience has shown that its objects as they stand are inconveniently restricted and that its existing business is detrimentally affected by the absence of the powers which would be conferred by the proposed extension of objects."

"This alteration is required to enable the company to meet the wants of its customers and to take full advantage of the opportunities which it has for doing business and to equip it with the powers necessary to enable it to keep pace with the times and maintain its position."

"The company has ample working capital and its assets are far more than sufficient to pay all its debts and to make good the whole of its paid up capital (both that already issued and that about to be issued) and moreover it has plenty of capital reserves to work its business and the proposed additional business."

"No one will be prejudiced by the proposed extension of the Company's objects and it is just and equitable that the said special resolution for the proposed extension of the said objects should be confirmed."

The Chief Justice said he would make an order in terms of the petition.

LORD NORTHCLEFFE
INTERVIEWED.VIEWS ON ANGLO-JAPANESE
ALLIANCE.

Interviewed by Reuters's correspondent in Hongkong, Lord Northcliffe made the following statement:—

"A representative of the Japanese Press met me at Manila, and pressed me for my views on the Anglo-Japanese Agreement. I replied that owing to the possibility of my views being misinterpreted owing to mutual ignorance of each other's language, I would make my statement to the British Press Agency in Hongkong."

"During the last two years I have been gradually coming to the conclusion that the Anglo-Japanese Agreement has outrun its usefulness. Japan faithfully carried out her compact during the war and she has been magnificently rewarded for her services."

"The purpose of the Washington Conference—a meeting of equals—is to reach a mutual agreement, but the U.S.A. is handicapped by the arrangement already made by Japan and Great Britain concerning China, the chief problem of the Pacific."

"The Anglo-Japanese Alliance is undoubtedly the dominating factor which now prevents an unfettered attempt by Great Britain, Japan and the United States—to solve the problems of the Pacific, because it places the United States outside of a very definite arrangement for the control of China. The prolongation of the Alliance only serves to irritate public and official opinion in the U.S.A., merely humiliates China and adds nothing to the prestige of Great Britain in Asia. It cannot assist in establishing co-operative means for helping China out of the present chaos, and it prevents the reconciliation of the divergent interests of Japan and the U.S.A."

"At present China cannot give satisfactory national guarantees, so there is the urgent necessity of making international assistance to China a practical possibility. I hold that there can be no solution of the Pacific problems which does not rest on the solid foundation of Anglo-American friendship and co-operation."

"Unfortunately, the Anglo-Japanese Alliance has been prolonged beyond the point where it is understood by Americans or liked by Chinese."—*Bulletin*.

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[THROUGH REUTER'S AGENCY.]

THE SILESIAN PARTITION.

POLAND ACCEPTS THE DECISION.

PARIS, October 25th.

A message from Warsaw says that the Polish Government has accepted the League of Nations' decision in regard to Upper Silesia and has appointed M. Plukinski, Polish High Commissioner at Danzig, to negotiate a Polish-German economic agreement.

WIRTH'S NEW MINISTRY.

BERLIN, October 25th.

Herr Wirth is forming a new Ministry.

LOAN TO CHINA.

BEING CONSIDERED BY AMERICAN GROUP.

LONDON, October 25th.

A New York telegram states that a fifteen to twenty million dollar loan to China is being considered by an American group and the Chinese Consortium for the purpose of meeting maturities falling due on November 1st.

EARLIER CABLES.

EXPORT CREDIT EXTENSION.

OPEN TO THE WORLD.

LONDON, October 25th.

In the House of Commons, Sir Robert Horne, on the second reading of the Exports Credits Extension Bill (mentioned in the message of the 19th inst.), said that any Government or any undertaking in the world might apply for a loan.

The Government would favour proposals from the British Empire, as it was its duty as well as its interest to develop the great British Empire, which were our best customers and most loyal friends in times of difficulty; but help was not to be given to countries able to raise money on their own credit. There were many Crown Colonies to which the Bill applied, but it was conditional that the proceeds of the loan be spent in Britain.

If this experiment were fruitful, an extension of the Bill would be considered. [The previous message said: Mr. Lloyd George, in a speech in the House of Commons on unemployment, dwelt on the importance of reviving trade, and said that we had to convert the world's need of goods into a demand and the demand into payment. He announced that the Government's export credit scheme would be amended by the Government guaranteeing 100 per cent. instead of 85 per cent., and a special Advisory Commission would fix a maximum to which each firm would be permitted to trade. That would enable business in textile fabrics to be done abroad.]

[The Premier announced that Mr. Churchill had arranged to raise about £20,000,000 upon the credit of the British Colonies for the purpose of development of railways and other utility works, which would appreciably affect the engineering trades in Britain. He pointed out that orders had been tarrying because the cost of production and the cost of raising capital were both excessive. The Government proposed guaranteeing Colonial loans providing the expenditure promoted employment in the United Kingdom.]

IRISH CONFERENCE.

IMPORTANT TASK OF THE NEW COMMITTEE.

LONDON, October 25th.

It is officially announced that the full meeting of the Irish Conference has been postponed, as the committee mentioned yesterday is still sitting.

LATER.

It is learned that the discussions of the small committee of the Irish Conference, mentioned yesterday, do not resemble the proceedings of a mere sub-committee. It appears that the Premier yesterday, recognising the delicacy and difficulty of the situation, suggested that it would be helpful if negotiations were continued by the smallest committee possible, saying that his experience was that the larger the committee the smaller was the chance of a rapid decision. The Conference readily adopted the Premier's suggestion; hence at the meetings to-day and yesterday there were only two representatives from each side.

BETTING BY CHEQUE.

FAR-REACHING DECISION.

LONDON, October 25th.

The House of Lords has decided that money paid by cheque in respect of betting transactions is legally recoverable by the loser.

It is stated that this means the doom of betting by cheque. All money lost during the past six years through betting by cheque is now legally recoverable.

ANOTHER BANK SUSPENDS OPERATIONS.

SEQUEL TO FARROW'S FAILURE.

The National Co-operative Bank has suspended operations owing to numerous notices of withdrawal of deposits, following the failure of Farrow's Bank, and the present unfavourable conditions.

HUNGARIAN IMBROGLIO.

COLLAPSE OF THE KARLIST FORCES.

BUDAPEST, October 25th.

The Karlist Army, after losing 500 of its effectives, retreated in the direction of Tatis. The peasants destroyed the railway thither, compelling the Karlists to abandon six trains.

The provisional Ministers Gratz and Rakovsky have been captured by the National Army.

KARL INTERNED IN ABBEY.

PARIS, October 25th.

A message from Bukharest states that Karl was captured at Tatis, twenty miles west of Budapest. He has been temporarily interned in the Abbey of Thany, on the shore of Lake Balaton.

EXPULSED FROM SWITZERLAND.

BERNE, October 25th.

The Federal Council has decided to expel from Switzerland all the members of Karl's family and suite, except children.

CZECHO-SLOVAKIA PROCEEDS WITH PARTIAL MOBILISATION.

PRAGUE, October 25th.

Addressing the Foreign Affairs Committee of the National Assembly, the Premier, Dr. Benes, dealing with Karl's adventure, said that Czecho-Slovak policy aimed at securing fulfilment of the treaty in order to ensure prevention of a recurrence of the events of the last few days and punishment of the guilty.

Despite the latest developments in Hungary, the partial mobilisation decreed by the Czecho-Slovak Government is taking its course.

KARL TO BE SHORN OF RANK AND PRIVILEGES.

According to instructions from the Ambassadors' Council, the Allies' representatives at Budapest are to demand from the Hungarian Government a specific declaration that King Charles must be deprived of ever of the rank and legal privileges of king and, further, is to be placed under restraint awaiting the Allies' decision. —Havas.

OPTIMISTIC FRENCH PRESS SEES EUROPEAN CONCORD NOW.

PARIS, October 25th.

Reports concerning the prompt failure of King Charles' coup, also the readiness of the Polish Government to abide by the Geneva decision regarding Upper Silesia, are commented upon in leading papers as good signs that Europe is at last heading towards lasting peace.

THE PACIFIC CONFERENCE.

DUTCH REPRESENTATIVE'S DEPARTURE FOR WASHINGTON.

THE HAGUE, October 25th.

The Foreign Minister, Dr. van Karnebeek, has left Rotterdam en route to the Washington Conference. The Premier, with the American Minister and other diplomats, said farewell to Dr. van Karnebeek at the station. Mme. van Karnebeek is accompanying her husband to Washington.

CONFERENCE TO OPEN ON NOVEMBER 12TH.

WASHINGTON, October 25th.

It is probable that the conference will open on November 12th instead of November 11th, the eleventh being devoted entirely to patriotic celebrations.

A statement in the *New York Times* that the agenda includes questions of international finance is authoritatively denied.

AMERICA'S UNKNOWN WARRIOR.

EMBARKATION ON U.S. CRUISER.

PARIS, October 25th.

The train conveying the body of the American unknown soldier left for Havre, where the body will be placed on board a U.S. cruiser for conveyance to America.

The casket containing the body of the American unknown soldier was placed on the American cruiser *Olympia*, which has sailed for America. Every honour was paid to the body.

MOTOR BANDITS IN NEW YORK.

POSTAL LOBBY HELD UP IN BROADWAY.

NEW YORK, October 25th.

Three armed motor bandits held up a postal motor-van in Lower Broadway with revolvers and carried off four bags of registered letters valued at a million dollars.

LAWLESSNESS IN MEXICO.

TRAIN HELD UP AND SOLDIERS KILLED.

MEXICO CITY, October 25th.

Six soldiers were killed and five wounded in a fight with twenty highwaymen, who held up a train at Atzacotalco and stole registered packages worth \$200,000 pesos. The robbers escaped.

THIRD INTERNATIONAL LABOUR CONFERENCE.

GERMANY REPRESENTED.

GENEVA, October 25th.

The Third International Labour Conference has opened. There were four hundred delegates, representing forty countries, including Germany, whose flag was displayed for the first time at an international conference since the war. The proceedings were formal. Lord Burnham (of *The Daily Telegraph*) was elected president.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

THE SHANTUNG QUESTION.

GREAT BRITAIN'S ATTITUDE.

LONDON, October 25th.

In the House of Commons, Mr. B. Keayon asked whether the British Government is still bound by the secret agreement with Japan which diets its policy at Paris in respect to Shantung, and whether the changed circumstances have modified the British attitude concerning this question.

Mr. Chamberlain replied that so far as the British Government was concerned, the Shantung question was settled by the decision embodied in the Treaty of Versailles.

DIVORCE SUIT.

HONGKONG MAN RESPONDENT.

[BY COURTESY OF THE "CHINA MAIL"]

SHANGHAI, October 25th.

The first British divorce case under the amended marriage law was heard in the Supreme Court, yesterday, before Judge Skinner Turner. Lena Singer sued for divorce from her husband, William James Singer, on the grounds of cruelty and adultery. The Judge upheld the domicile contention regarding the respondent. The petitioner told a sordid story of domestic infelicity with respondent in Shanghai, Hongkong and Hoihow. The case was adjourned until to-day.

U.S. RELIEF FOR RUSSIA.

PROPOSAL TO DONATE SURPLUS WAR STORES.

WASHINGTON, October 25th.

Mr. Hoover suggests that Congress authorise the War Department to donate surplus war stores to Russian famine relief, as the secretary of the famine relief movement has declared that private charity is insufficient to cover even a portion of the great need.

U.S. PRESIDENT'S TRIP.

WASHINGTON, October 25th.

President Harding left by a special train on a four-day trip to the Southern States.

FRENCH TEXTILE STRIKE SETTLED.

PARIS, October 25th.

The Northern France textile strike has ended, the workers having agreed to resume work with a slight decrease of pay. —Havas.

CRICKET.

AUSTRALIANS DEFEAT THE TRANSVAAL.

JOHANNESBURG, October 25th.

The Australians defeated the Transvaal by nine wickets.

U.S. PASSPORTS AND REGISTRATION.

RULING BY THE DEPARTMENT OF STATE.

On June 17th, the U.S. Consul-General at Shanghai, Mr. E. S. Cunningham, made an application to the Department of State for permission to issue certificates of citizenship for use of American citizens in returning to the United States and Japanese ports. Such permission was not granted, the following reasons being given:

You are informed that an American passport is the proper and recognized document to be used for travel, and that consular certificates are intended only for local use in a community where an American citizen happens to be sojourning.

In this connection it should be borne in mind that the passport fee was increased from \$1 to \$5 for the purpose of raising additional revenue. In the circumstances the Department does not consider that it should consent to the defeat of the intent of Congress by permitting registration certificates to be used instead of passports for travel to the United States.

Registration certificates, except under special circumstances, such as in deportation cases or in cases of sudden and imperative urgency as during the application of martial law or on the outbreak of hostilities, when the Department has given its express consent, should not be used as international travel documents.

JAPANESE NAVAL MANOEUVRES.

OPERATIONS OF SUBMARINES AND DESTROYERS.

Naval manoeuvres on an extensive scale are being held this week in the Pacific, with Tokyo Bay as the base of operations, reports the *Yei*.

According to a Yokosuka despatch, twenty-four warships belonging to the Yokosuka Naval Port, including several battleships, destroyers and submarines, will participate in the operations.

The object of the manoeuvres being the study of coast defence, special importance will be attached to the night attack by destroyers and submarines, and serial operations against the submarines. The whole operations will be superintended by Vice-Admiral Yamaya, Commander of the Yokosuka Naval Port, whose flagship is the *Yamashiro*.

MR. HARRY ORE'S FIRST RECITAL.

Those who are wise enough, or merely fortunate enough, to go to the City Hall, on Monday evening, were afforded an hour's unalloyed bliss among the pure music of the Old Masters. The extreme modernity of music as compared with any of the other arts is sometimes insufficiently appreciated, and it was a happy thought, in view of the historical aspect of the series, to insert the date of each composer represented in the programme. The oldest of them goes no further back than the days of full-bottomed wigs, and Haydn appears to have survived quite well into the last century.

The contrast will, of course, appear more vividly in future recitals, but two points of difference seem to stand out between all music prior to Beethoven and what we may call modern classical music. The first of these is the well-tempered clavier was invented. In compositions of any length the modern era is apt to become weary of the continual iteration of the theme in dominant, sub-dominant or relative minor; but for this very reason the melodies themselves are in general more worthy of attention, more satisfying than anything that modern music can provide. The word "classical" may be used as a term of abuse, but it cannot be denied that there is a certain roundness and finality about Mozart and, say, the local Courts of Justice, which building in Puccini and the Post Office building in Fiddler Street.

The second point is that before the days of Beethoven the philosophers did not take music seriously, even before Beethoven did, apparently, even the composer. We seemed to gawotte and minuet through life; a Pastoral seemed to be an accompaniment of elegant Watteau milkmaids with picturesque but quite unphilosophical sheep; even when Mozart breaks out "à la Turque" we feel an atmosphere of Covent Garden relief, as the secretary of the famine relief movement has declared that private charity is insufficient to cover even a portion of the great need.

Each will, of course, be thrown in my teeth and I have no space here to defend myself. His monumental genius did, it is true, take him at a leap out of the "Old Masters", and he grasped in a moment the endless potentialities of the new system of tuning. Yet even when he is "Unwinding all the chains that tie The hidden soul of harmony" his music seems never to be metaphysical in the way of Beethoven towards the end of his life.

I have rambled on and said nothing either of the programme or the execution. The former could hardly have been better chosen for its awesomely historical purpose. The Scarlatti, Haydn and Mozart selections (especially the last) were familiar. The Gluck Gavotte was, perhaps, the brightest gem in what was a veritable casket of beauty, though I feel transcendent in a course of "Piano music" (The Rameau and Valentin morales were new to me). Of them entirely served their purpose. Of Bach we had the D major fugue from the Forty-eight Part I; slightly out of its subject but straight-forward in its treatment, followed by two movements from the Italian Concerto. The latter selection might, I think, have been improved upon—firstly, because of my stated objection to transcriptions; and, secondly, because the slow movement as a pianoforte solo is not typical of Bach.

Mr. Ore's execution left nothing to be desired. It was accurate and had that fine legato touch which is essential in playing music composed in the days of spinets and the first pianos. Moreover, he showed by his playing, more than he understood the one reason for which the early composer will always be worth studying, namely, their appreciation of the limitations set by their instrument, which is the foundation of all art—sculpture, painting, architecture or music. This will probably be clearer when we hear the Chopin-Liszt Recital, as I think this is the great gulf between those two composers.

But I have said enough, I hope, to persuade all music-lovers who have not already done so to procure season tickets for the rest of the course, even if it is only for an hour a fortnight to escape from this paltry little world.

MUSICA.

GREAT FOREST FIRE IN SIBERIA.

FIFTY MILES OF SCORCHING FLAMES.

A forest-fire that broke out on the coast of the Russian Maritime Province in the early part of June is still spreading with unabated vigour, according to a Tientsin despatch published in Tokyo on the 15th inst.

Fifty miles of scorching flames may be seen from the ocean, it is said, a spectacle of indescribable grandeur and sublimity.

The origin of the fire was at first thought to be tobacco-smokes, but subsequently was found to be the result of a forest fire caused by the Bolsheviks to prevent the Japanese from monopolising the forests in the Province. The forests contain much dry undergrowth and consequently the fire may continue indefinitely.

Colonel John Stevens, Chief of the Inter-Allied Railway Technical Board at Harbin, has left for the United States to attend the Washington Conference in connection with the discussion of the reorganization and administration of the Chinese Eastern Railway.

A "P. & O." PROSECUTION.

AN OLD STORY REVIVED.

MAN WHO HAS LOST HIS IDENTITY.

Some months ago the story was related in the Police Court of a fine new rope, worth \$100, disappearing over the side of the P. & O. Lighter, *Maicon*, at three o'clock in the morning. The lightermen were awakened by the sound of the rope being paid out and they found a sampan and three people alongside. After chasing the visitors round the lighter they captured them and took them to the Police Station.

At least, so they said. The three people on the sampan said they insisted on the lightermen coming to the police station with them. Suggestions were also made in the course of the case, that the lightermen were in a conspiracy to rob the P. & O. Company of something much more valuable than the rope, namely the valuable cargo of silk on board. After two or three hearings, in which the Magistrate expressed dissatisfaction with the lightermen's evidence, one of the three people on the sampan—who claimed to be a trader—absconded from the court. The others, who were evidently not principals in the matter, were discharged. One of the three, a sampan woman who used to step into the Dock at each hearing with the air of a queen entering her carriage.

Yesterday morning, Mr. G. G. N. Tinson, (of Messrs. Johnson, Stokes and Master), who conducted the prosecution on behalf of the P. & O. Company at Mr. Ore's Court with the tidings that, after many days, the absconding defendant had been re-arrested, although, added Mr. Tinson, he denied his identity and refused to be convinced even by the finger prints. His name was supposed to be Chan Hing.

"Chan Hing" called the Court interpreter up popped a cadaverous individual from the crowd, squatting in the dock, as the custom is, awaiting trial. "I am glad to find he answers to his name," remarked Mr. Tinson with an air of relief.

Up rose Mr. G. R. Haywood. "But I am representing this man, in the name of Leung Pat," he said. "He denies that he is the wanted man."

"We spent a long time over this case and his face is sufficiently distinctive to impress itself on the memory," remarked the Magistrate.

Mr. Tinson suggested calling Mr. A. E. Hall, who was instructed for the defence at the previous hearing, and who happened to be in Court, to give evidence as to the identity of his supposed client.

Mr. Haywood objected to Mr. Hall being a witness in the matter; he did not say why.

Mr. Tinson said he understood that the representative of the *Daily Press* was ready to go into the box and swear to the man's identity with the previous defendant.

After evidence had been given by Sgt. Vincent that finger prints of Pua Chan Hing and Leung Pat, who had been through the hands of the police on various occasions, all corresponded with the defendant's finger prints, the question of need for further proof of identity was postponed until to-day.

Mr. Haywood then said, laughingly, that he was instructed to apply for bail. Mr. Tinson: I suggest \$50,000.

Mr. Haywood: Must be reasonable, your Worship.

The Magistrate (ironically): I am afraid I am in a difficulty as to bail until the defendant has established his identity.

Bail was refused.

ANGLO-CHINESE RELATIONS.

MR. LENOX SIMPSON'S VISIT TO ENGLAND.

Mr. Lenox Simpson, Adviser to the Chinese Government, left England on September 15th for Canada and the United States, where he is to meet the first part of the Chinese Delegation to the Washington Conference. After four months' stay in England Mr. Lenox Simpson said that he was more than ever convinced that British opinion was highly favourable to Chinese aspirations, and would indeed do everything possible to facilitate the building up of the new State. One very important matter which would have to be attended to in the near future would be the provision of proper information and statistics regarding Chinese affairs in England. The position of certain Chinese securities on the London market also required immediate attention—namely, Chinese Exchange Bonds, which had not been properly provided for, and which would have to be insured under a new system, which he was going to propose. This matter would be taken up at once. There were great hopes that when the Chinese people understood how deep was the interest taken by the British people in their welfare and how changed was the attitude on the subject of the Far East, that a stream of Chinese young men and women would commence to flow towards Britain to avail themselves of the great educational facilities which awaited them there. A remission of the Boxer Indemnity in whole or part would vastly assist this; for the money lost to the British Exchequer would ultimately flow back a hundredfold in an increased trade created by good-will.

Shanghai papers record the death of Mr. John Currie Hanson. The news was received by cable from London. Mr. Hanson came out to Shanghai in 1889 and joined the late Mr. Charles Dowdall in partnership and they practised under the firm name of Dowdall and Hanson. On the death of Mr. Dowdall, Mr. Hanson was joined in partnership by the late Capt. Loftus E. P. Jones, who was killed in the war. In 1912 Mr. Hanson went home on holiday and after a year or so he retired from the firm of Hanson, McNeill & Jones. Mr. Hanson was a man of quiet disposition and was highly respected in Shanghai.

BRITISH TRADE ARGOSY.

EARL GREY ON ITS IMPERIAL ASPECT.

Earl Grey, Chairman of the British Trade Ship (Limited), the new company that proposes to send a specially-built vessel of 20,000 tons round the world with an exhibition of our manufactures, has been interviewed on the subject.

"Why have I taken this up?" he said. "Because the Imperial side of it appeals to me. I believe that British and Canadian manufacturers are the best equipped in the world, and the quickest to take advantage of new openings. But the war taught us that individual effort must always be supplemented. Manufacturers are so busily employed on internal reorganization at present that there is not only room but need for an organization such as ours to work up and make the most of the outside opportunities."

"We are offering an opportunity to manufacturers to show their products in the great ports of the world at only half the cost at which they could do it individually. The impetus of the movement will be so great that we shall command support from all the authorities in the Empire in an unprecedented degree. Just imagine the difference between this and any other exhibition. For one thing success from the promoters' point of view will be assured before the keel of the ship is laid, for unless the applications for space fill the ship to a reasonable extent, she will not be built and the money paid on application will be returned with interest to the applicants."

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PREPARATIONS IN PORTS TO BE VISITED.

"After the keel is laid there will be eighteen months' interval before the great ship sails. The success by that time being assured from the promoters' point of view, they will be free to spend large sums on preparing the ground in the ports to be visited. There will probably be formed an Exhibitors' Council, which will be able to tell us what they want done in this direction."

"And then just think of the difference between the opening of an ordinary exhibition and the arrival of our ship at a great port. An ordinary exhibition is held in some dingy building, which is a novelty, and which has no attraction of its own. For weeks previously laborious preparations have been going on under the eyes of the public. Now think of the arrival of the great white ship, as she will be, in a great port. Not a glimpse, not a sound, nothing but rumour and suggestion, and then suddenly one day she glides into her moorings, the living embodiment of what the British Empire has to sell—reception halls ablaze, hands playing."

"I want this ship to be something that the British Empire will be proud of. There will, of course, be every commercial facility, such as banking, cabling, etc., provided on board. It will offer unique opportunity to junior partners to make a tour of the world under the best auspices, getting to know their foreign customers personally, and also studying the new fields that have sprung up during the war and are now producing raw materials."

A LAP AHEAD OF COMPETITORS.

"If I am right in my conviction that British manufacturers will be a lap ahead of all their competitors, then it follows that they will be offering their goods where local effort is still unable to meet the demand. You ask whether it won't be too late in two years. I answer: Not a bit! No sensible man expects a quick revival of trade. There are many problems to be settled first. The exchange difficulty, for one. Two years from now is probably the earliest moment at which such a ship would be of use to our manufacturers, for until then they will not be able to make certain plans for the future. Costs have to come down still further, and that is a slow process. No, I think two years ahead is quite early enough, and, if the manufacturers give us their confidence—as I anticipate—I feel sure that they can feel secure that men like the Duke of Northumberland, Sir George Hunter, and Pease of Lloyds Bank will only have one ambition—to do everything in their power to bring prosperity to the trade of the Empire."

"KNOW US BETTER."

CANADA'S CALL TO THE MOTHER LAND.

Professor W. Caldwell, of McGill University, Montreal, was the guest at luncheon at the Hotel Cecil, recently, of the London Rotary Club. Speaking on the subject of "The Homeland and the Empire," he said that he was not an Imperialist in the old sense, and preferred the name of "British Commonwealth" to that of "British Empire." The Homeland did not stand alone under the responsibilities of Empire. The Dominions felt those responsibilities to be their responsibilities. What impressed America to-day was not the British Motherland, but the great British Empire.

He knew the loyalty of Canada. He knew what it was to have young people and old people in remote places and up in mountains singing "God, Save the King"—it was a ritual with them. Canada was British through and through. They had some demands, however, to make of the British Commonwealth. The first of these was "Get to know us better." No Britisher's education was completed until he had had overseas experience. The Prince of Wales was the best-travelled servant of the Empire. Secondly, the Homeland must be prepared to give a lead to the Dominions, and the leadership must be intelligent.

SHIPPING NEWS.

ARRIVALS.

October 26th.

Gensan Maru, No. 2, Japanese str., 1,005 tons, Capt. K. Uchikoshi, from Keelung, with coal.—Y.K.K.

Waiyong, British str., 1,108 tons, Capt. W. Couper, from Foochow and Coast, with a general cargo.—Douglas S.S. Co.

Haru Maru, Japanese str., 1,881 tons, Capt. B. Aoki, from Canton.—Dodwell & Co.

Harumaru Maru, Japanese str., 1,887 tons, Capt. M. Kato, from Mitke, with coal.—M.B.K.

Hok Canton, Chinese str., 558 tons, Capt. Loung Long, from K. G. Wap, with a general cargo.—Wo Hing.

Huichow, British str., 1,220 tons, Capt. John S. De Wolf, from Weihaiwei, with a general cargo.—B. & S.

Hydranga, British str., 581 tons, Capt. W. J. Collom, R.N.R., from Swatow, with a general cargo.—China S.S. Co.

Iyo Maru, Japanese str., 3,672 tons, Capt. S. Hirato, from Yokohama and Shanghai, with a general cargo.—N.Y.K.

Kaifong, British str., 687 tons, Capt. C. B. Jones, from Haiphong, with a general cargo.—B. & S.

Kwongchow, British str., 1,572 tons, Capt. Morse, from Bangkok and Swatow, with a general cargo.—B. & S.

Monteagle, British str., 6,173 tons, Capt. A. J. Hoskin, from Vancouver, with general cargo.—C.P.O.S.

Nyansa, British str., 4,321 tons, Capt. C. D. Forbes, from London, with a general cargo.—P. & O.

Rangoon Maru, Japanese str., 3,637 tons, Capt. T. Takagi, from Moji, with a general cargo.—N.Y.K.

Saichow, British str., 1,514 tons, Capt. E. Monkman, from Canton, with a general cargo.—B. & S.

Sushu Maru, Japanese str., 1,001 tons, Capt. K. Takao, from Takao, with a general cargo.—O.S.K.

Waiching, British str., 1,100 tons, Capt. J. W. Battagay, from Shanghai, with a general cargo.—J.M. & Co.

CLEARANCES.

October 26th.

Chongou, for Hoikow.

Haidia, for Hongkong.

Haw Maru, for Chingwanho.

Hsu Maru, for Swatow.

Nyansa, for Shanghai.

Saichow, for Amoy.

Sushu Maru, for Canton.

St. Albans, for Yokohama.

Taipei Maru, for Hoikow.

Waiching, for Canton.

PASSENGERS.

ARRIVALS.

Per s.s. *Huichow*, on October 26th: Miss M. E. Faithfull Davies, Miss Lambert, Mrs. Dennes.

Per s.s. *Waichow*, on October 26th: Mrs. John Bell Irvine, Mrs. Williams, Mr. Moore, Mr. Crawford.

Per R.M.S. *Monteagle*, on October 26th: Mr. and Mrs. H. W. Becking.

Miss E. M. Butler, Mr. H. Dennes, Mr. and Mrs. D. McFerran, Sister M. F. Hacker, Miss H. N. Noyes, Dr. and Mrs. J. O. Thomson, Mr. W. F. Harley, Mr. C. S. Earl, Miss E. Best, Mr. J. M. Burt, Mr. J. A. Brockett, Mr. C. S. J. Conroy, Mr. and Mrs. E. H. Crandall, Miss O. Figueiredo, Miss E. Gibson, Mr. B. Honig, Mrs. A. P. Hill, Mr. G. F. Hue, Miss G. E. Lorrigo, Mr. B. Murray, Mr. and Mrs. C. C. Pyno, Mr. and Mrs. M. D. Rothchild, Miss M. Richmond, Mr. and Mrs. E. B. Da Rosa, Mrs. R. E. Schumann, Mr. C. Stigters, Mrs. E. W. Strothers, Mr. T. Williamson, Mrs. C. C. Wise, Jr., Master W. C. Wise, Jr., Mr. S. C. Curtis, Mr. and Mrs. F. Dickman, Miss M. Dickman, Mr. J. A. Ker, Mrs. E. M. Naylor, Miss K. Naylor, Mr. W. F. Glauser, Mr. T. Hewlett, Mr. E. Marchant, Mr. M. McCarthy, Mr. J. Royal, Mr. S. S. Samorukoff.

Per s.s. *Nyansa*, on October 26th: Mr. Hays, Mr. Gange, Miss Camp, Mr. and Mrs. Master Hargreaves, Mrs. Little, Mr. Crowlaite, Mr. and Mrs. Johnston, Miss Isgar, Mr. and Mrs. Ross, Mr. Worthing, Miss Bridger, Mrs. Wolman, Mrs. Gray, Mrs. and Mrs. Reid, Mrs. and Miss Lamb, Mr. Burt, Mr. and Mrs. Mitchell, Mrs. Shepherd, Mr. Lalpas, Mr. and Mrs. Smith, Mrs. Stock, Mrs. Williams, Mrs. Patrick, Mrs. Brittain, Mrs. Higginsbottom, Miss Sugan, Mrs. Lindsey, Miss Hondill, Rev. O'Donoghue, Rev. Hamill, Mr. and Mrs. Whitton, Mr. and Mrs. J. Pearson, Rev. F. Inchurbe, Rev. J. Poria, Mr. A. C. Combe, Mr. M. S. Northcote, Miss Williamson, Mrs. Jack, Mr. and Mrs. Roberts, Mr. Mover, Mrs. Lovegrove, Dr. and Mrs. Sanders, Miss Fothergill, Mr. Hollingsworth, Mr. Raikes, Mr. McClatchie, Mr. and Mrs. Robson, Mrs. F. Moore, Miss Stobart, Capt. and Mrs. Thomson, Mr. and Mrs. Duncan, Mrs. Timman, Mrs. Gaff, Mr. and Mrs. Ewing, Mr. Grimmit, Miss Johnson, Rev. Father Mahn.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Asia* arrived at Yokohama on October 25th, at 8:30 a.m., and left there at 1 p.m. She is due at Hongkong on November 3rd, at 8 a.m.

The China Mail steamer *Via* left Singapore on October 23rd, and is due to arrive at Hongkong on October 28th, at daylight. She will be despatched to Shanghai at noon, on October 29th.

The Dodwell-Castle Line's s.s. *Wray Castle*, from New York via Panama, arrived at Kobe on the afternoon of October 25th, and is expected here on November 5th.

The s.s. *Monteagle* will sail hence at 10 a.m. on October 28th, for Victoria and Vancouver, B.C., via Shanghai (Woo-nung), Moji, Kobe, Shimizu and Yokohama.

VESSELS EXPECTED.

Arratoon Apar (B.I.), due November 7th.

Bowen Castle (Dodwell-Castle Line), due end of November.

Empress of Asia, due November 3rd.

Iyo Maru (N.Y.K.), due October 28th.

Kaga Maru (N.Y.K.), due October 27th.

Katana (Ellerman Line), due October 30th.

Kleist (N.Y.K.), due November 27th.

Lakore (P. & O.), due November 7th.

Montor (Blue Funnel), due October 29th.

Nellore (P. & O.), due November 22nd.

Prism (Blue Funnel line), due Nov. 3rd.

Siberia Maru (T.K.K.), due Nov. 8th.

Somali (P. & O.), due November 8th.

Seigo Maru (T.K.K.), due October 29th.

Totomi Maru (N.Y.K.), due Oct. 27th.

Truyama Maru (N.Y.K.), due November 16th.

Yokohama Maru (N.Y.K.), due November 16th.

SUNRISE AND SUNSET FOR OCTOBER.

The Director of the Royal Observatory gives the times of sunrise and sunset in Hongkong for the month of October as follows (standard time of the 130th meridian, East of Greenwich):—

Date	Sunrise	Sunset
October 27	6.25	5.50
" 28	6.26	5.49
" 29	6.26	5.48
" 30	6.26	5.47
" 31	6.27	5.46
November 1	6.28	5.46

CHINA COAST METEOROLOGICAL REGISTER.

OCTOBER 26TH, 1921.

Station	Hour	Barometer at Sea Level	Temperature	Humidity	Direction. (Wind Force.)	Weather.
Vladivostok	8 a.	30.32	50	—	SE	4 o
Nemuro	5 a.	30.51	—	—	—	—
Hakodate	"	30.41	—	—	E	0
Tokio	"	30.25	—	—	—	—
Kochi	"	30.58	—	—	SW	1
Nagasaki	"	—	—	—	—	—
Kagoshima	"	30.08	—	—	WNW	1
Oshima	"	30.00	—	—	SE	1
Naha	"	30.02	—	—	NE	1
Ishigakijima	"	30.02	—	—	NE	1
Bonin Island	"	29.96	—	—	ENE	1
Weihaiwei	6 a.	30.21	56	81	N	2 b
Hankow	"	—	—	—	—	—
Ichang	"	—	—	—	—	—
Changsha	"	—	—	—	—	—
Shanghai	"	30.25	50	75	N	1 b
Gutzlaff	"	30.25	60	78	NNW	2
Sharp Peak	7 a.	30.12	64	83	NW	1
Amoy	6 a.	30.30	67	84	ENE	2
Swatow	"	30.10	68	88	ENE	2
Taihouku	"	30.10	68	88	ENE	2
Taichu	"	30.04	63	—	NNW	2
Tairan	"	30.00	64	—	N	4
Koshun	"	29.98	63	—	NNW	4
Pescadores	"	30.15	72	—	NNW	4
Canton	"	30.12	64	88	N	2
Hongkong	"	30.08	71	84	ENE	2
Gap Rock	"	30.05	—	—	ENE	2
Macao	"	30.07	70	69	N	2
Wuchow	9 a.	—	—	—	—	—
Fakhoi	"	—	—	—	—	—
Phu Lien	7 a.	—	—	—	—	—
Tourane	"	—	—	—	—	—
Cape S. James	"	—	—	—	—	—
Aparri	6 a.	29.92	72	92	S	2
Dagupan	"	—	—	—	—	—
Manila	"	29.84	72	93	NNW	1
Legaspi	"	—	—	—	—	—
Tacloban	"	—	—	—	—	—
Iloilo	"	29.80	75	92	NNW	4
Surigao	"	—	—	—	—	—
Guam	4.20	29.68	—	—	ENE	1
Yap	"	4.47	—	—	—	—
Labuan	6 a.	29.78	80	91	SW	2

1. BAROMETER, reduced to 33 degrees Fahrenheit, on the level of the sea in inches tenths and hundredths.
 2. TEMPERATURE, in the shade, in degrees Fahrenheit.
 3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
 4. DIRECTION OF WIND, to two points.
 5. FORCE OF WIND, according to Beaufort Scale.
 6. STATE OF WEATHER, b blue sky, o detached cloud, d drizzling rain, f fog, g gloomy, h hail, lightning, o overcast, p passing showers, q squally rain, s snow, t thunder, v visibility, w dew wet.
 7. RAIN, in inches, tenths and hundredths.
- T. F. CLAXTON, Director.

ON SALE

HONGKONG HANDBOOK REPORTS OF THE MEETING OF THE LEGISLATIVE COUNCILS for the Session 1919.

Revised by the Members.

PRICE \$5.

Daily Press Office.

HONGKONG CHINESE COMMERCIAL NEWS.

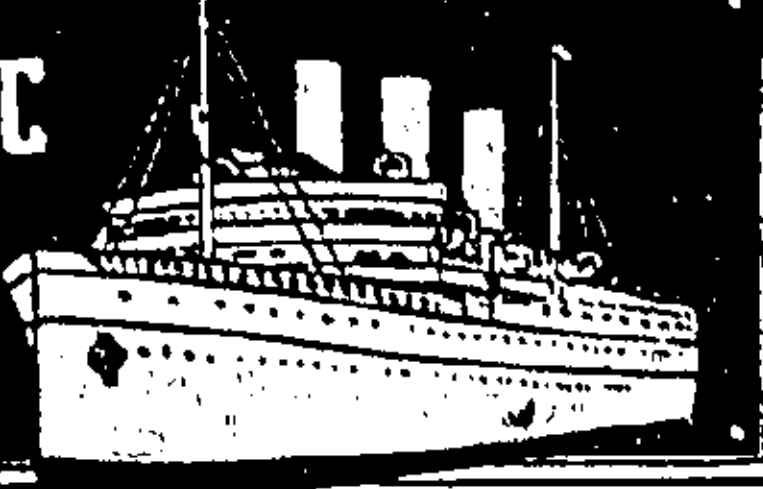
Incorporated with the CHUNG NGOI SUN PO. (Chinese Daily Press).

Published Daily under the auspices of the CHINESE CHAMBER OF COMMERCE.

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Documents translated from or into Chinese.

CANADIAN PACIFIC STEAMSHIPS LIMITED.



HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, (Moji), Kobe, Yokohama, Vancouver & Montreal.

Pacific Steamer	From Hongkong	Due Vancouver
Monteagle	Oct. 30	Nov. 23
Empress of Asia	Nov. 10	Nov. 28
Empress of Japan	Nov. 23	Dec. 14
Empress of Russia	Dec. 8	Dec. 26
Empress of Asia	Jan. 5	Jan. 23
Monteagle	Jan. 17	Feb. 11
Empress of Japan	Feb. 8	Mar. 1
Empress of Russia	Feb. 23	Mar. 13

Connecting Atlantic Sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp, Havre, Naples & Danzig.

Allotment of Cabins on Atlantic steamers held here and through tickets issued.

Early reservation necessary.

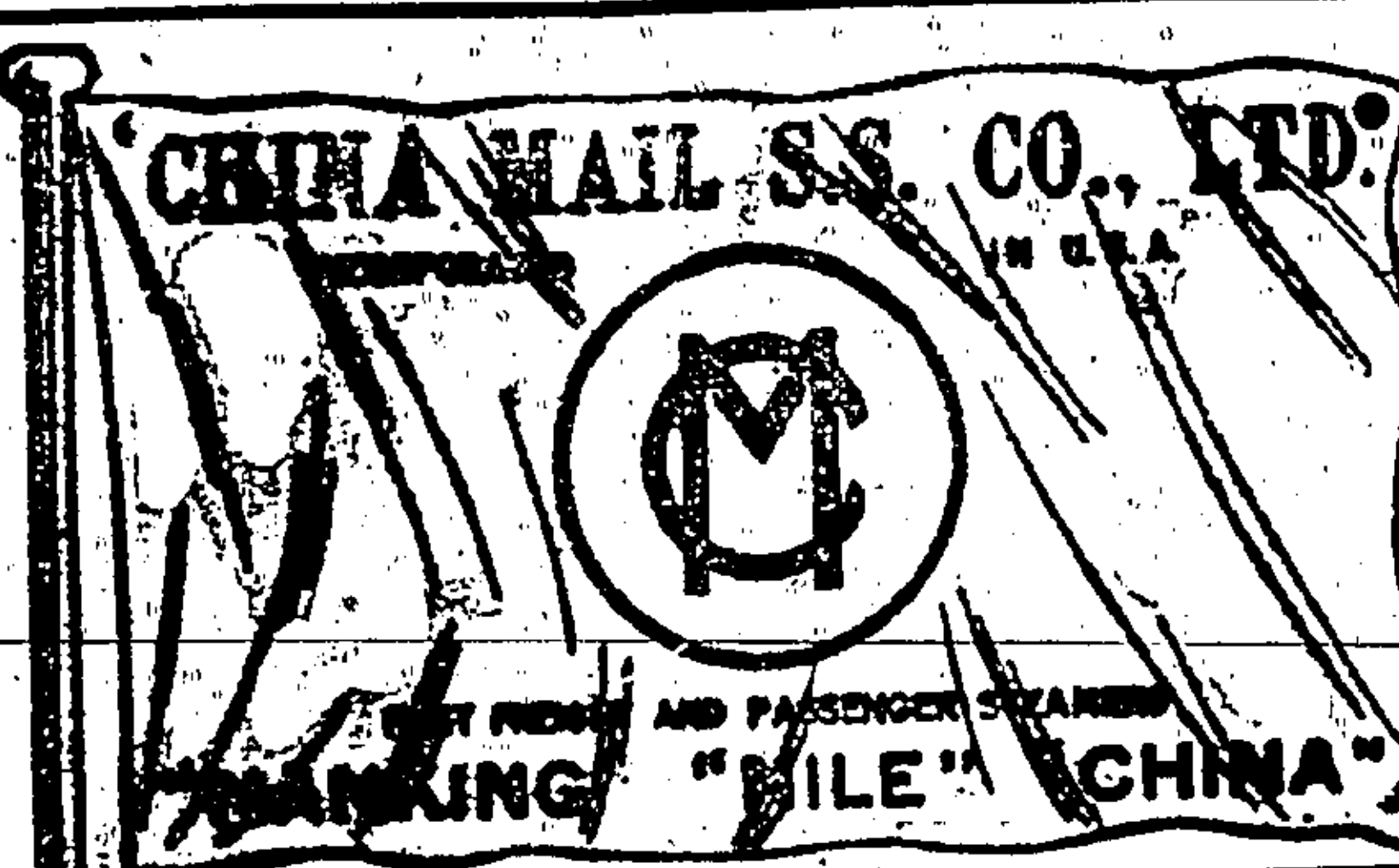
Three Transcontinental Trains Daily.

Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC STEAMSHIPS, LIMITED.

Hongkong Office. Telephone 752. Cable Address: GACANPAC.



AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

HONGKONG to SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

s.s. "CHINA" s.s. "NANKING"

Nov. 6th Dec. 12th

HONGKONG to SINGAPORE

s.s. "NANKING"

Nov. 28th.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

PRINCE BUILDING, 101, DES VOEUX STREET. TEL. FREIGHT DEPT. & AGENT. No. 1934. No. 2161.

NEW SERVICE TO JAVA.

China Mail S.S. Co., Ltd.

INCORPORATED IN U.S.A.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

BETWEEN SHANGHAI, HONGKONG, SINGAPORE, BATAVIA, SAMARANG AND SOERABAYA.

S.S. "NILE"

HONGKONG TO JAVA. HONGKONG TO SHANGHAI.

November 13th. October 29th.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

PRINCE BUILDING, 101, DES VOEUX STREET. TEL. FREIGHT DEPT. & AGENT. No. 1934. No. 2161.

NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

JAPAN, HONGKONG & JAVA.

For BATAVIA, SAMARANG, SOERABAYA MACASSAR and BALIKPAPAN.

S.S. "SAMARANG MARU" sailing on or about 7th Nov.

For MOJI, KOBE, OSAKA and YOKOHAMA.

S.S. "BORNEO MARU" sailing on or about 31st Oct.

For further particulars please apply to—

K. SUZUKI, Manager, 2nd Floor, Prince's Building, No. 3, Des Voeux Road Central. Tel. No. 2206.

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA KEELUNG, SHANGHAI, THE INI AND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN"

STEAMERS	TONS	LEAVE HONGKONG
TAIYO MARU	25,000	Oct. 30th
SIBERIA MARU	20,000	Nov. 15th
TENYO MARU	22,000	Nov. 27th
SHINYO MARU	22,000	Dec. 18th
PERISA MARU	2,000	Jan. 4th

* Calling at Dairen and omitting call at Keelung and Shanghai.
† Calling at Dairen and omitting call at Keelung.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.

THROUGH BY TRANS-AMERICAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
SEIYO MARU	—	Nov. 8th
RAKUYO MARU	—	Dec. 13th

For full information regarding passengers freight and sailings, apply to—

Y. TSUTSUMI, MAR. OFF. King's Building. Tel. Nos. 974 & 9374.

Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & DIXON, Inc.

Operating Far Eastern services for account of the UNITED STATES SHIPPING BOARD.

To LOS ANGELES & SAN FRANCISCO

"West Calera" 28th Oct.

To MANILA 29th Oct.

"West Ivis" 29th Oct.

To SEATTLE & VANCOUVER

"West Orowa" 28th Nov.

* Also cargo accepted for Transshipment at San Francisco and/or Seattle for weekly sailings to

NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK & BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points.

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REGULAR TRANS-PACIFIC FREIGHT SERVICE

Operating U.S. Shipping Board Steamers

Between

SEATTLE-TACOMA-VICTORIA-VANCOUVER

and China, Japan and Philippine Island Ports.

"WEST JAPPA" ... sailing about 5th Nov.

"WEST IVAN" ... sailing about 25th Nov.

Further sailings to be announced later. Through Bills of Lading issued to all Overland Common points in U.S. and Canada.

For rates and full particulars apply to—

FRANK WATERHOUSE & COMPANY, 4th Floor, Prince's Building. Telephone 1062.

PACIFIC MAIL S.S. CO.

MANAGING AGENTS, U.S. SHIPPING BOARD.

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Freight and Passenger.

SAN FRANCISCO VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU

AMERICAN STEAMERS

FO SAN FRANCISCO VIA SHANGHAI, KOBE ETC.

S.S. "HOOSIER STATE" ... LEAVE HONGKONG ... ARRIVE SAN FRANCISCO

S.S. "EMPIRE STATE" ... Nov. 18th Noon ... Dec. 8th

S.S. "GOLDEN STATE" ... Dec. 8th Noon ... Dec. 29th

S.S. "GOLDEN STATE" ... Dec. 14th Noon ... Jan. 5th, 1922

FOR SINGAPORE AND SOERABAYA

And Return HONGKONG VIA SAIGON AND MANILA.

S.S. "EMPIRE STATE" ... sailing Nov. 7th noon.

FOR SINGAPORE AND PENANG.

S.S. "JACOB" ... Sailing Oct. 28th.

SHANGHAI-CALCUTTA SERVICE

Freight Only

MANILA-EAST-INDIA SERVICE

Freight and Passenger.

SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE, CALCUTTA & COLOMBO.

Monthly Sailings.

For full information regarding rates, space, etc., apply to—

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YAMASHITA KISEN KAISHA

(THE YAMASHITA S.S. Co. Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

KEELUNG, HONGKONG & HAIPHONG.

Sailing from Hongkong.

FOR HAIPHONG via Hoihow & Pakhoi

S.S. "TAIKWA MARU" ... on or about 27th Oct.

FOR KEELUNG via Swatow & Amoy

S.S. "HOZUI-MARU" ... on or about 27th Oct.

For further particulars, please apply to—

M. KOBAYASHI, Agent, Top Floor, King's Building, Tel. No. 140.

Branch Office, No. 37, Bonham Street, West, Tel. No. 155.

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE. INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH & CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.
Managing Agents

ELLERMAN LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

FREIGHT & PASSENGER SERVICE
FAR EAST/UNITED KINGDOM & CONTINENT.

"CITY OF PEKIN" ... 26th Oct. ... Marseilles, London, Rotterdam & Hamburg
"CITY OF DELHI" ... 18th Nov. ... London, Rotterdam, Hamburg & Glasgow
"CITY OF GLASGOW" ... 30th Nov. ... London, Rotterdam & Hamburg

HOMeward PASSENGER SERVICE

"CITY OF MANCHESTER" 30th Feb. ... London
"CITY OF SIMLA" ... Middle March ... London
Subject to change without notice.

For particulars of freight and passage rates apply to—

or BRIS & Co. CANTON.

THE BANK LINE, LTD.
General Agents.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE
ELLERMAN & BUCKNALL S.S. CO., LTD.

Sailings from Hongkong.

"CITY OF ADELAIDE" ... via Suez Canal ... 1st Nov.
"TYDEUS" ... via Suez Canal ... 13th Nov.
"KANSA" ... via Suez Canal ... 26th Nov.
"KAMUNA" ... via Suez Canal ... 10th Dec.

* Call at Boston if sufficient inducement offers.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. BRIS & Co. CANTON.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI	"COMMANDANT DORISE" (cargo-boat)	On or about 1st Nov.
SHANGHAI, KOBE & YOKOHAMA	"AMAZON" 11,000	On or about 11th Nov.
MARSEILLES via HAI PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, SUEZ & PORT SAID	"CORDILLERE" 11,000	On or about 30th Oct.
	"ANDRE LEBON" 22,000	On or about 6th Nov.

* Omit Haiphong and Penang.

For full particulars regarding sailings, etc., apply to—

Telephone 740

H. BODENFUSHER,
Acting Agent,
Queen's Building.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Lights and Fans in staterooms and Saloons, and Excellent Cuisine.

FOR AMOY & FOOCHOW ONLY.

"HALLOONG" ... Capt. W. Cooper ... SATURDAY, Oct. 29th, at 2 P.M.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Outgoing 9 a.m. 10 Days).

"FAIRHONG" ... Capt. W. G. Parnore ... TUESDAY, Nov. 1st, at 2 P.M.
"BAICHING" ... Capt. E. Walker ... FRIDAY, Nov. 4th, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Elsie Pier).

For Freight and Passage, apply to—

DOUGLAS LAPIRAK & CO.,
General Managers.

P. & O. - British India Apear and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"SARDINIA"	6,800	26th Oct. 11 a.m.	Marseilles, London & Antwerp
"KARMA"	9,000	13th Nov.	Marseilles, London & Antwerp
"RYANZA"	7,000	26th Nov.	Marseilles, London & Antwerp
"LAHORE"	5,200	29th Nov.	Singapore, Colombo & Bombay
"SOMALI"	6,700	10th Dec.	Marseilles, London & Antwerp
"DUNDEE"	5,200	20th Dec.	Singapore, Colombo & Bombay
"NELLORE"	7,000	24th Dec.	Marseilles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (South)

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,500	14th Nov.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"EASTERN"	4,000	12th Dec.	

SAILINGS TO SHANGHAI & JAPAN

S.S.	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,500	27th Oct. 11 a.m.	Yokohama direct.
"RYANZA"	7,000	27th Oct. Noon.	Shanghai and Japan.
"LAHORE"	5,200	5th Nov.	Shanghai and Kobe.

SPECIAL STEAMER.

The P. & O. s.s. "EGYPT" is expected to leave Hongkong on or about the 18th January, 1922, taking passengers and cargo for MARSEILLES and LONDON calling at Bombay.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

1st Saloon Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Rates, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG.

O. S. K. OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Penang.

"AMAZON MARU" ... Wednesday, 9th Nov.
BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SINGAPORE, PASSENGER SERVICE.

"MEXICO MARU" ... Sunday, 13th Nov.
BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.

"MALAY MARU" ... Tuesday, 1st Nov.
"SAIGON MARU" ... Tuesday, 8th Nov.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular Monthly PASSENGER SERVICE.

"BURHO MARU" ... Tuesday, 1st Nov.
SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand via Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Dairen—Regular fortnightly PASSENGER SERVICE connecting at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S.A. in connection with Chicago Milwaukee and St. Paul Railway.

"MANILA MARU" ... Friday, 4th Nov.
"AFRICA MARU" ... Wednesday, 23rd Nov.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

"SHUNKO MARU" ... Monday, 14th Nov.
NEW ORLEANS LINE via SUEZ.

JAPAN PORTS—Kobe & Yokohama via Shanghai
"ARGON MARU" ... Monday, 29th Nov.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

"AMAKUSA MARU" ... Saturday, 29th Oct.

TAKAO via SWATOW & AMOY
"BOSHU MARU" ... Friday, 29th Oct.

For sailing dates and further particulars please apply to—
Y. YABUDA, Manager,
No. 1, Queen's Building.

Tel. Nos. 144 & 745

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia
"TAIYUAN"	31st Oct.	4th Nov. 3 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A daily washed linen service. Bedding, Food, Cargo looked through to all Australian, New Zealand, and European Ports. For 1st and 2nd class passengers apply to— BUTTERFIELD & SWIRE, Agents.

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To	Sail
NEWCHANG & TIENTSIN	"HUNAN"	On 27th Oct.	4 P.M.
SHANGHAI	"SHANTUNG"	On 28th Oct.	Noon
QINGHAI, KAIKONG & HONGKONG	"KAIKONG"	On 29th Oct.	10 A.M.
SWATOW, AMOY, SWATOW & SAPORE	"LINAN"	On 29th Oct.	4 P.M.
SHANGHAI & TIENTSIN	"SHANSE"	On 30th Oct.	4 P.M.
SWATOW & SINGAPORE	"CHINHUA"	On 30th Oct.	10 A.M.
SWATOW, CHONGKING & TIENTSIN	"HUICHOW"	On 31st Oct.	4 P.M.
SWATOW & BANGKOK	"KWANGCHOW"	On 1st Nov.	10 A.M.
SHANGHAI	"SUICHANG"	On 1st Nov.	Noon
ANILLO, ORBU & ILOILO	"TAKING"	On 3rd Nov.	4 P.M.

SHANGHAI LINE—PASSENGER, MAILS and CARGO. Excellent Saloon accommodation. Ample Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all (Europe and Northern China) Ports. Passengers are loaded in Shanghai, avoiding the inconvenience of transshipment at Whampoa.

BANGKOK LINE—Weekly service to and from Bangkok via Siam.

For Freight or Passage apply to—

Telephone 88.

BUTTERFIELD & SWIRE, Agents.



Operating the following U.S. Shipping Board Steamers:

PASSENGER AND FREIGHT SERVICE

FOR VICTORIA, VANCOUVER, SEATTLE
From Hongkong Arrive Seattle

FREIGHT & PASSENGER SERVICE.

"WENATCHEE" ... To MANILA ... Nov. 8th
"WENATCHEE" ... sailed ... Nov. 19th ... arrived ... Dec. 9th

S.S. "COAXET" ... For PORTLAND DIRECT ... Oct. 28th
FOR PORTLAND DIRECT

(Calling at Manila, Shanghai, Kobe & Yokohama)
S.S. "MONTAGUE" ... Nov. 17th
S.S. "ABERDEEN" ... Dec. 7th

Through Bills of Lading issued to Overland Commerce points.

Passenger and Freight Particulars.

THE ADMIRAL LINE

Telephone 2477 & 2478.

5th Floor, Union Building. [71]

THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.

REGULAR SERVICE

SAIGON—SINGAPORE—BATAVIA
and other JAVA PORTS.

S.S. "LAKE FARRAR" ... Sailing Nov. 11th.

PASSENGERS & FREIGHT.

S.S. "GLYMONT" ... FOR SINGAPORE DIRECT ... Sailing Nov. 15th.
OPERATED FOR ACCOUNT OF U.S.S. BOARD.

OFFICES

5th Floor, Union Building.

Telephone 2477 & 2478.

PASSENGER OFFICE.

Queen's Building, 4, Lee House St.

SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama

S.S. "WEST IVIS" (via Panama) ... Second half of Nov.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE

TELEPHONS AGENTS 5th Floor
2477 & 2478 Union Building.
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PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers



For BOSTON

and/or

NEW YORK



S.S. "MOOSISH PRINCE" ... (via Suez) Dec.

For Freight and full particulars apply to—

FURNES, (FAR EAST) LIMITED

(Incorporated in Great Britain)

5th George's Building.

Telephone 2165.

Telegrams "Furnes".

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